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NEWSRAIL

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FRONT COVER: The sun is shining brightly as Great Northern's 373 leads EL61-52 across the Maribyrnong River bridge near McIntyre Loop on the down Austrac goods. Sat.25.3 *Steve Munro*

INSIDE FRONT COVER: T392 departs Hillside with a load of logs bound for North Geelong. Mon.20.3. *Gavin McLangblan*

BACK COVER

ABOVE: To aid in the manufacture of cement at Geelong, gypsum is brought from Cowangie, over 400 kilometres away in the far north west of Victoria. As this loading is usually only up to ten wagons, other loading is attached en route. X47-46 on 9138 up goods approaches Ouyen off the Panitya branch on Fri.17.3

BELOW: G527-X39 attach wheat loading at Speed on the up on Wed.15.3

Both photos Julian Insall

GENERAL NEWS

A monthly round-up of Victorian railway news and events

C A L E N D A R

AUGUST

ANNIVERSARIES

- 1st, 1980: First suburban train/tram/bus travelcard (Metrocard) introduced. (20)
- 2nd, 1955: First T class diesel-electric loco (T320) entered service. (45)
- 16th, 1925: First remote controlled points and signals in Victoria in use at Goulburn Junction, between Tallarook and Seymour, controlled from Seymour. (75)
- 22nd, 1890: Opening of Koroit to Hamilton and Dunkeld to Penshurst lines. (110)
- 25th, 1970: Melbourne Yard Hump commissioned. (30)
- 27th, 1920: Electrification of North Melbourne to Williamstown Pier and Newport to Williamstown Racecourse lines. (80)
- 28th, 1975: Diesel railcar 42 in service. (25)
- 31st, 1955: Degraes Street subway under Flinders Street opened. (45)

SEPTEMBER

ANNIVERSARIES

- 1st, 1890: Opening of Murchison to Rushworth line. (110)
- 2nd, 1995: Derailement of the *Westcoaster* at Werribee. (5)
- 8th, 1885: Opening of Boolarra to Darlimurla line. (115)
- 8th, 1975: Kananook station opened. (25)
- 10th, 1890: Opening of Cathkin to Koriella line. (110)
- 12th, 1990: First train to Webb Dock - wagons of containers hauled by G514. (10)
- 13th, 1945: Victorian Division of ARHS officially formed. (55)
- 13th, 1970: Loco R761 repaired for special train excursions. (30)
- 13th, 1980: Control of suburban trains commenced from Metrol. (20)
- 19th, 1955: Electrification of Warragul to Moe and Moe to Yallourn lines. (45)
- 20th, 1985: First N class loco (N451) delivered. (15)
- 24th, 1860: Opening of line from Richmond to PicNic (near Burnley). (140)
- 25th, 1980: First loco mechanical project at Steamrail's new depot at Newport Workshops - new piston rings fitted to K190. (20)
- 27th, 1995: John Holland invited sub-contractors to submit quotation for new tram depot at Montague. (5)

ARHS MEMBERS' LIBRARY

Up platform, Windsor Station
Open every Tuesday evening, 8-10 pm,
February-December.

Visitors welcome. (03) 9510 6146

ARHS ARCHIVES

Down platform, Windsor Station
Open every Tuesday evening, 8-10 pm,
February-December. Visitors welcome.

PASSENGER CHARTER RELEASED

The Passenger Charters for the three rail operators were released to the public at the end of May.

On Mon.29.5, Bayside Trains and V/Line staff handed out the charter to customers at key stations during morning peak, such as Oakleigh (V/Line) and Spencer Street (V/Line).

Hillside Trains did not appear to take such as pro-active approach and passengers interested in obtaining a copy were required to go to station booking windows.

FREIGHT AUSTRALIA EXTENDS TRAINS TO BAIRNSDALE

On Wed.24.5, Freight Australia officially announced that work had commenced on the restoration of the dis-used line beyond Hillside to the Bosworth Road level crossing (approximately 2 km on the up side of Bairnsdale) to allow freight operations to resume.

These works advanced rapidly after the announcement and included the reinstatement of the section of line just passed Hillside that was washed out in the 1998 floods.

A trial run was made to the new terminus on Fri.16.6 and regular services are scheduled to start in the week commencing Mon.26.6. The new Bosworth Road terminus is adjacent to the Bairnsdale freight terminal operated by Dallas Glen. This terminal is located on a 25 hectare site and is a multi-purpose facility capable of handling timber, containers and general freight.

No siding will be provided into the terminal and trains will be loaded on the mainline.

The staged restoration of the line beyond Sale has been a very successful initiative by Freight Australia. Initially 200 tonnes of logs per day were being railed from Hillside using the Freight Australia RTL (Road Transferable Locomotive). Volumes have progressively increased and currently 400 tonnes per day are being handled by the loco hauled service. It is anticipated that this traffic will shortly grow to 600 tonnes per day.

This envisaged growth was a key factor in the decision to the restore the

line, as the existing terminal at Hillside would be unable to cope with this volume of traffic.

It should be noted that Freight Australia is paying for all the costs associated with restoring the line to the standard required for freight train operations

FIRE AT GISBORNE

The goods shed at Gisborne was destroyed by fire on the evening of Sun.4.6. Hay was stored in the building at the time and consequently the deliberately lit fire quickly took hold.

The site was cleared approximately 10 days after the fire.

The loss of the Gisborne goods shed means that the only example of this style of shed can now be found at Clarkefield

RAILWAY & TRAMWAY PHOTOGRAPHIC COLLECTION MOVES

The task of moving the historic railway and tramway photographic collection out of Level 10 at Transport House (589 Collins Street) to the new Public Records Office archives building at North Melbourne was completed on Fri.16.6.

The photographic collection is the first to be located into the new building

And it has had two homes since it was moved out of the former VR Head Office Building at 67 Spencer Street in the mid-1980's. It was initially divided between two floors in Transport House (Levels 8 and 9), until it was consolidated into a single site on Level 10 approximately 6 years ago

XPT CENTRAL DOOR LOCKING

Countrylink are currently fitting their fleet of XPT trailers with a new central door locking system that will ensure external doors cannot be opened whilst the train is in motion.

By mid-June, most XPT trailers sighted at Spencer Street had been fitted with the special locks that are clearly visible on the inside of the doors.

The driver will operate the door locking system when it is commissioned (possibly in July or August).

PENDENNIS CASTLE – WORLDS APART



- Above: Pendennis Castle bearing the Hamersley Iron logo at the GWS Didcot Railway Centre prior to hauling the Great Western Envoy back to Birmingham on her farewell UK run, Sun.29.5.77 before shipment to Australia *Charles Whetmath*
- Below: Pendennis Castle returning from Paraburdoo to Dampier - Seven Mile conveying the ARHS-V tour group approaches the 372.6 km level crossing on the Hamersley Iron Railway. Sun.27.9.81 *Graham Cornish*



GENERAL NEWS



With all the new plans drawn up to alter Spencer Street station it is interesting to look back to September 1948 when it was at the quiet end of town in its original condition *Wally Andrews*

SPENCER STREET STATION REDEVELOPMENT

The Government have advised that about \$300,00 would be directed to immediate service improvements in station lighting, seating, toilet facilities and security measures. Spencer Street station has been neglected over the years and allowed to fall into decay, providing poor service to passengers.

The Minister of Transport, Mr Peter Batchelor announced the following appointments to the Board of the Spencer Street Station Authority. Mr Gordon McKern is chairman and is Chairman of V/Line Passenger Corporation, Mr John Taylor, Manager of the Director of Public Transport and Mr Ron Stewart, global head of property at the ANZ Bank.

A strong response of over 100 submissions has been received from the private sector and these will be short-listed for interview with the successful participants to be appointed in July.

The Spencer Street station development will include; airport style concourses, shops, restaurants, comfortable lounges, television rooms and links to the Docklands stadium and the Docklands precinct.

COLLINS STREET BRIDGE

Mr John Thwaites, Acting Premier and Planning Minister recently advised that a new bridge would extend Collins Street from the Central Business District to the waterfront of Docklands.

The new bridge will extend over the Spencer Street station rail tracks and form a key preliminary stage for the Station's redevelopment. The bridge will rise from the intersection with Spencer Street and provide sufficient clearance for the rail tracks and to span the newly named arterial road, Wurundjeri Way, before descending into Batman's Hill Precinct of Docklands. The bridge will be integrated with the historic No.2 Railgoods Shed.

Spencer Street station has separated the previous wharf areas from the city for 140 years and the Collins Street bridge and the recently completed La Trobe Street bridge, there will be a major connection between the City and Docklands.

The Dockland Authority will oversee the construction of the \$35 million bridge due for completion in late 2002.

The National Trust has expressed concern as it believes the new construction will go through the roof of No.2 Railgoods shed which has been classified as having State significance. The Trust indicated that the gradients needed for the tram tracks meant that part of the shed's roof would be demolished and that it is hardly the same structure with a bridge through its roof.

The other recently completed bridge is the Bourke Street pedestrian bridge, which links the City, Docklands and Colonial Stadium and has direct escalator links to the suburban and

intrastate platforms of Spencer Street Station.

BALLARAT HERITAGE TRANSPORT PRECINCT

The Government has awarded a grant of \$40,000 for the study into the feasibility of establishing a Heritage Transport Complex at the Ballarat railyards.

The Department of Infrastructure and the City of Ballarat would manage a concept and feasibility study for transforming the Ballarat railway station, freight yards and the Ballarat East rail facility into a transport heritage precinct.

The proposal had been originally been presented by the Ballarat Rail Promotion Group Inc to maximise the tourist potential in Ballarat by creating another historic attraction to complement the existing facilities such as Sovereign Hill, the Gold Museum, Eureka Stockade and the Ballarat Tramway system.

RAIL HERITAGE PLAN

As reported last month, the consultancy team to prepare a Management Plan for Rolling Stock and Railway Related Heritage, was awarded to a consortium lead by Booz Allen & Hamilton.

The aim of the study is to undertake a comprehensive review of all issues related to railway heritage in Victoria and that recommended actions from the study lead to enhanced management and conservation of railway heritage in the future.

The team will be lead by Kym Norley and Eric Keys from Booz Allen & Hamilton together with Boyce Pizzey, an independent consultant in cultural property management and Russell Magee, Convergence Design, specialising in the area of museums, tourism and cultural heritage. Helen Lardner, Conservation Architect will undertake heritage assessments of railway buildings and structures with Essential Economics investigating matters related to urban and regional development and tourist strategies.

The project is envisaged to be completed within three months for reporting back to Government.

VICTRACK BOARD APPOINTMENTS

In late May, Mr Peter Batchelor, The Minister of Transport announced the appointment of two new members of

GENERAL NEWS

the VicTrack Board, which oversees the State's rail assets.

The role of VicTrack is to manage all rail property retained by the State that has not been transferred to private operators. It is also responsible for identifying opportunities to gain revenue from assets that are not directly required for rail operations, including telecommunications, commercial development of land and advertising.

The new appointments are, Mr John Anderson, a national product manager with Sun Microsystems and Ms Elana Rubin, Executive Director Investments with the Australian Retirement Fund. The outgoing board members are the Hon Don Hayward and Mr Randolph Creswell.

The existing board members re-appointed are Dr Thomas Quirk, chairman, and board members Mr John Chambers and Ms Christine O'Reilly.

PASSENGER RAIL TO ARARAT

The Rural City of Ararat has commissioned a study into the possible economic and social impacts of a proposed reopening of passenger rail services between Ballarat and Ararat and requested written submissions from interested parties.

The Ararat Rural City Council has lobbied for the return of passenger rail since the then Liberal government removed the service in 1993. The return of a regular rail service would allow Ararat region to market itself more strongly within the tourist sector and the benefits to a host of businesses within the municipality.

The study being prepared by consultants Maunsell McIntyre is to examine the range of likely economic and community benefits (and costs) which could be brought to Ararat, Beaufort, Ballarat and the surrounding regions through a resumption of rail services. It is proposed to provide an overview of the relevant issues for consideration by the State following their commitment to create a fast-train service between Ballarat and Melbourne for consideration to extent the service to Ararat.

VICTRACK TENDER

VicTrack Access recently called tenders for the design and construction of a rail over road bridge at Simpson Street, Warrnambool.

PROPOSED PORTLAND TRAM

The proposed Portland tram, which was put on hold over resolution of the land access, is now back on track.

Tenders have recently been called for the construction of a timber framed, single storey tram depot building at Henty Park, Portland and three tram stop shelters at various locations along the proposed line.

RINGWOOD SIGNAL BOX LINGERS

Eleven months after the development of Ringwood station was due to be completed, the controversy over the retention of the signal box continues to stall the \$8 million project.

The earlier stalemate on the signal box appeared to be resolved when it was claimed that the box was originally at Beechworth prior to being moved to Ringwood. The Beechworth Tourist Railway expressed interest in having the surplus box returned to Beechworth. Subsequently, doubts have been raised that it originated from Beechworth.

Ms Jane Thomas of Heritage Victoria said, 'It is one of only seven signal boxes of its type still standing in its original position'. The Heritage Council has ruled that its demolition would have a detrimental effect on the significance of the area. The Government supported this view.

Hillside Trains have sought permission to demolish the small waiting building on the narrow island platform and not the signal box. Meanwhile commuters at one of Melbourne's busiest suburban stations brace themselves for a second winter without adequate protection from the weather, while the original platform with toilets and country booking office remains deserted except for several peak hour trains.

GAUGE CONVERSION

The Department of Infrastructure has commissioned a study on the most effective means to convert the State's broad gauge rail network to standard gauge. The study is examining the economic feasibility of standardising part or whole of the existing broad gauge network. The engineering consultants Connell Wagner are conducting the study.

The consultants will review work done to date on the issue, undertake an economic evaluation of the standard-

isation of various sectors of the rail network, recommend a preferred staging process for the gauge conversion and investigate how Victoria's network integrates into the national rail network.

Gauge standardisation of the freight lines will contribute towards an integrated and seamless transport network in relation to the national land transport task. The Department indicated that the issue is for consideration and involvement by local communities and the wider ranging business and economic interests.

Past studies have varied into their estimates of costs. A report by John Holland Engineering indicated that standardisation would cost \$87.17 million, not including conversion of the broad gauge lines to Warrnambool and Gippsland, or the metropolitan area. An earlier DJA Maunsell report estimated that most of the country network could be standardised for \$180 million and produce annual benefits to the State of \$23 to \$40 million.

The study may include details on infrastructure, operations and freight tasks now and as may be planned into the future. The study will be made by a group of consulting engineers by September 2000. Further details or contributions can be made to the Department of Infrastructure.

Under the previous State government's privatisation policy, the main responsibility for upgrading the rail track lies with the Freight Australia, the private owner of the former V/Line Freight. The rail track still formerly belongs to VicTrack, which acts as a landlord. The arrangement does not preclude the government from agreeing to supply Freight Australia with funding.

FURPHY STRIKES AGAIN

J Furphy & Sons of Shepparton, well known for their manufacture of water tanks in the past has completed two steel fabrication projects as part of the rehabilitation of rail structures.

The first was the 375-metre wrought iron Melton rail viaduct built in the 1890s. The second is the manufacture of replacement guardrails for the Melbourne elevated viaduct between Flinders Street station and Spencer Street station.

The work was done for the contractors, John Holland Constructions, on both projects.

GENERAL NEWS

STATE RAIL STRATEGY

The Minister for Manufacturing Industry, Mr Rob Hulls unveiled the strategy in late June aimed to build on the skills of the rail manufacturing sector and launch it into the global rail components and system supply chain.

The scheme envisages the private companies that operate Victoria's public transport system will market test Victorian and Australian manufacturers against their current overseas suppliers. Provided the State can demonstrate that our rail manufacturing industry is globally competitive, and meets their product standards and deadlines, then there is a potential to achieve a local input of up to 60 per cent. This translates into a potential \$825 million of new business for Victoria.

This action comes after National Express chose to import \$800 million worth of new trains and trams. The other private companies are also due to purchase new trains and trams, which could result in the loss of 6000 people, employed in the rail manufacturing industry.

Initiatives of the rail manufacturing strategy include:

- A national database compiled by the state's import replacement group, the Industrial Supplies Office, detailing companies from Victoria and other States who can supply major contractors around the world.
- A trade mission to Europe in July featuring Victorian rail manufacturing companies, to help establish

their international credibility and commitment to export.

- The publication of an industry capability guide to showcase the individual supply capabilities of local manufacturers along with the overall manufacturing, research, design and infrastructure strengths.
- Grants to help individual companies meet the technical and contractual requirements for supplying the major contractors.
- Sponsorship of the prestigious international rail conference in Melbourne in October 2000, to promote Victoria's rail manufacturing industry to the world.
- Inwards trade missions to attract representatives from leading international companies to visit Victoria to establish business and visit Victorian rail manufacturing companies.

Mr Hulls said that while some major components had to be imported, Victorian and National companies could provide many other components including, airconditioning, batteries, brake components, couplings, door and operating mechanisms, hand rails, panel work, seats and windows.

DYNON UNEFFECTED BY PENDING SALE

National Rail's lease on the Dynon railyards will continue after the Federal Government owned corporation is privatised.

Mr Simon Lewis, the deputy chief executive of the Office for Asset Sales and Information Technology Outsourcing, said at a recent rail conference in Sydney, that there would be no change to the Dynon arrangements after the National Rail Corporation was sold. It was aimed to have National Rail sold by June 2001.

In Victoria, National Rail handles most interstate freight on the standard gauge track between Melbourne and Sydney and Melbourne and Adelaide - Perth. National Rail, Australia's largest interstate rail freight operator, is believed to be valued at more than \$500 million.

National Rail runs 200 trains a week, has more than 500 customers and carries more than 30,000 tonnes of freight daily with 176 locomotives and 4512 wagons.

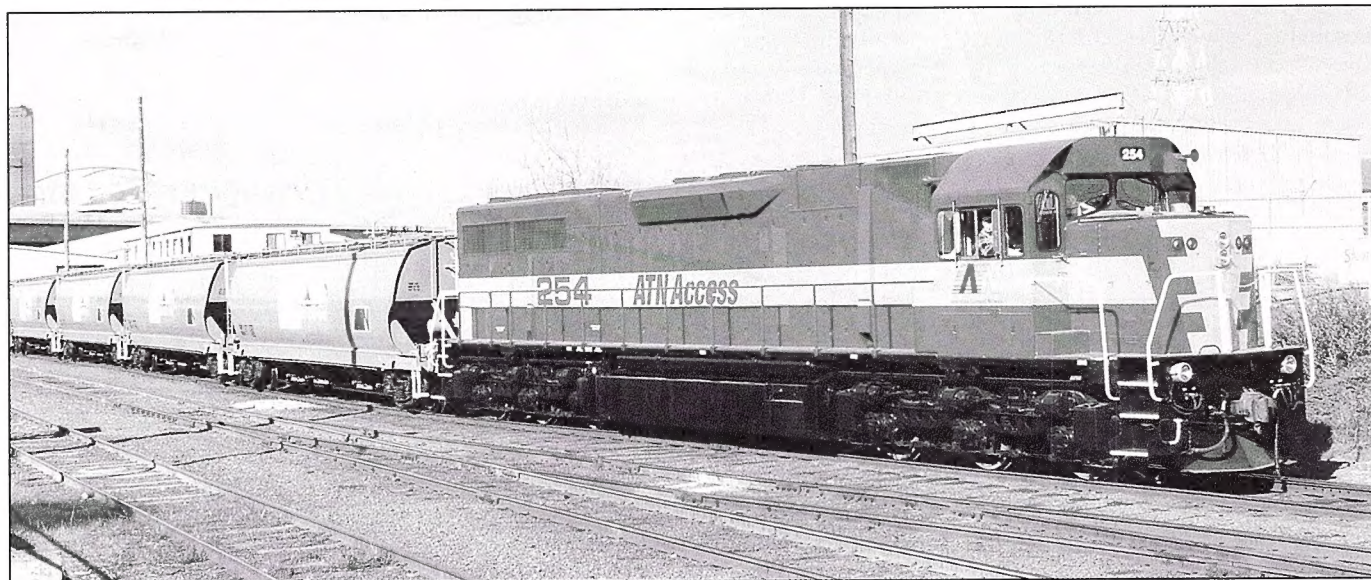
WHEAT BOARD TRAINS

The Australian Wheat Board Ltd announced that it would soon be operating its own grain delivery trains in a bid to 'improve freight efficiencies, and generate transport savings of up to \$4 a tonne for the growers'.

The Board's spokesman, Mr Kelly Broad, said that the train would be leased from Australian Transport Network Access and compete against established NSW and Victorian rail operators.

The rollingstock, which will be based at McIntyre will consist of four fully over-hauled and upgraded ex-Westrail locomotives and 44 custom built 100-tonne capacity wagons that have been delivered from China.

254 from ATN Access shunts grain hoppers in the old bogie exchange area at South Dynon. Sat.24.6 Ian Green



PENDENNIS CASTLE

— Repatriated Home —

No. 4079 was the seventh of 171 members of the respected Castle class 4-6-0 steam engine, designed by Charles B Collett and built at Swindon for the Great Western Railway and later British Railways, Western Region between 1923 and 1950.

The engine entered service on 4 March 1924 and a year later it had earned a fine reputation for excellent performances when it took part in a series of trials to compete against the London & North Eastern Railway Company's much larger 4-6-2 Gresley A1 Pacific 2545, *Diamond Jubilee*, on the Great Northern main line, between Kings Cross and Doncaster, on 27 April 1925. The engine exchange also included tests between 4074, *Caldicot Castle* and 4471 *Victor Wild* on the GWR Paddington - Plymouth line.

The week beforehand the drivers learnt the different roads and during the test week the engines hauled heavy expresses with loads up to 492 tonnes. *Pendennis Castle* amazed sceptics by proving to be the more efficient because of sure-footed starts through the damp gasworks and Copenhagen tunnels, superior hill climbing through Finsbury Park and other grades, faster acceleration and on-time running – all achieved with a lower coal consumption.

The performances of the Gresley engines on both LNER and GWR were good, but that of the Castles were even better. This David & Goliath saga won 4079 an enduring place in Great Western engine history. Although dwarfed by the Gresley A1's, *Pendennis Castle* was rewarded by being displayed at the second Empire Exhibition at Wembley alongside none other than the bristling 4472, *Flying Scotsman*.

For forty years *Pendennis Castle* survived, largely in original condition, hauling crack expresses almost until the end of steam in 1964, having travelled 2 864 000 km (1 790 000 miles).

4079 was one of the engines tested at 100 mph (162 km/h) for a special high speed run to commemorate the 60th anniversary of the legendary 4-4-0, *City of Truro's* 102 mph (164 km/h) record back in 1904. Whilst flying down Lavington Bank on the special, with the engine still accelerating beyond 96 mph (154 km/h), some of the fire bars melted causing the fire to fall into the ashpan. Just as the crew thought they had the magical ton in the bag, the guard, on observing lumps of blazing coal scattered over the permanent-way 'pulled the tap' and brought the train to a grinding halt. One can well imagine the saddened atmosphere amongst the crew, promoters, passengers; thousands gathered track-side and admirers of the engine throughout the steam fraternity.

At that time the train was 7.5 minutes early on a 266 mile (426 km) 3.5 hour schedule, 4 minutes faster than the then fastest diesel-hauled train on the *Cornish Riviera Limited*. Immobilised by heat damaging the trailing coupled axle boxes, the engine was condemned. Indeed *Pendennis Castle* had gone out in a blaze of glory, but not exactly as planned.

After 23 years down-under,
76 year old Great Western
4079, *Pendennis Castle*, sailed
home to the United Kingdom
on 24 April 2000

Don Potts

However, luck was on the great engine's side as there was a shortage of fitters at Westbury, which prevented her from making a last one-way journey on her own wheels to a commercial scrap yard and through the determination of Michael Higson the

engine was saved from the wreckers and restored for preservation.

In 1967 it was sold to Mr W H McAlpine (the gentleman who also rescued *Flying Scotsman* after its financially disastrous USA tour) and the Hon John Gretton and was subsequently moved from Westbury to Didcot and later to Steamtown Carnforth.

CASTLE DOWN-UNDER

Hamersley Iron Pty Limited commenced operations on the north-west coast of Western Australia on 1 July 1966 and during the mid 1970s it was suggested that the acquisition of a steam locomotive by the fledgling Pilbara Railways Historical Society (PRHS) would add soul to the company.

Exploratory investigations within Australia failed to resolve the problem as a proposal for a 10 year lease on a standard gauge 4-6-0 fell through when New South Wales enthusiasts, understandably, objected to losing one of their engines. The high cost of re-gauging a Victorian Railways 4-6-4 R class ruled out that idea.

Comparative 4-6-0 specifications are shown in the table below.

Cylinders	Boiler Press	Tractive effort	Driving wheels	Weight
Castle: (4) 16"x26"	225 psi	31 625 lbs	80.5"	82 tons
A2: (4) 22"x26"	200 psi	27 500 lbs	73"	121 tons
C36: (2) 23"x26"	180 psi	30 500 lbs	69"	159 tons

Sir Russell Madigan, Hamersley's chairman is reputed to have said on hearing PRHS's problems, 'Don't worry chaps, I'll get you *Flying Scotsman*.' Not long after, the society's members were astonished to receive a telegram from Sir Russell saying 'Sorry chaps, I couldn't get *Flying Scotsman*, will *Pendennis Castle* do?'

In 1977 Hamersley Iron purchased the engine from Mr McAlpine who was reducing his fleet of preserved steam locomotives and 4079 made a grand farewell run on 27 May hauling the *Great Western Envoy* from Birmingham to Didcot and return.

After sailing from Avonmouth docks aboard the *Mishref*, the engine arrived in Sydney five weeks later on 14 July and it was stored at Everleigh Carriage Sheds awaiting availability of a ship equipped with lifting equipment capable of transferring it to Dampier where no suitable cranes were located.

On 26 March 1978, the historic immigrant was hauled under steam to Newcastle where it was loaded onto the ore

carrier *Iron Baron*, together with three new Goninan/GE Co-Co, C36-7 diesel-electric locomotives. The four were successfully unloaded at Dampier on 29 April.

On 28 October 1975, Hamersley took delivery of three former NSWPTC FS class passenger carriages which had been built by Clyde and Commonwealth Engineering in 1935-37 and carrying the road numbers 2010, 2138 and 2141. Car 2010 was re-classified PT1 in 1976 and the other two as PS1 and PS2 in 1978. All were painted in the company's dark green livery which matched that of *Pendennis Castle*.

Having managed, with a great deal of diplomancy, to acquire such a significant historical engine and having removed it to the other side of the world, the next task was to adapt it for operation in the Pilbara outback without disturbing the purist.

Hamersley Iron were careful not to alter the overall Great Western image of the engine, but visible modifications in the form of WAGR headlight, marker lights and turbo generator were necessary to replace the original kerosine lamps. Not readily discernible were the replacement of the engine's live steam and exhaust injectors which had proved unreliable in the hot desert conditions.

The Westinghouse Brake Co, Sydney produced a special proportional valve to enable the vacuum brakes to be retained on the engine whilst a separate compressor, installed on the auxiliary tender, provided for air-braked vehicles. The auxiliary tender, a former WAGR narrow gauge tanker, was fitted with standard gauge bogies from an old NSW vehicle. Having been built for the narrow gauge (1067 mm) it blended in well with the slender loading gauge of the British engine.

Natural water in the outback area was not suitable for steam engines so specially desalinated and treated water was obtained from the company's Dampier power house. Because of the high cost of shipping coal from Newcastle, on the east coast of Australia, conversion to oil firing was considered but not implemented.

HAMERSLEY IRON RAILWAY - AN ENDLESS CONVEYOR BELT

The massive iron ore line was geared to operate like an endless conveyor belt system 24 hours a day, 363 days per year. Generally there were eight ore trains of three locos and 180 wagons daily. Each train averaged 1.7 km in length with a gross of 23 000 tonnes at a maximum speed of 65 km/h loaded and 70 km/h empty.

Dampier to Tom Price, a distance of 548 km return took 16 hours, Dampier to Parabadoo, 766 km return took 23 hours; both trips inclusive of loading and dumping.

On the rugged Parabadoo to Wombat Junction section, consistent grades against a loaded train of 0.42% caused three additional locos to be used as pushers, with all six operating at full power at 40 km/h for three hours until the pushers were detached at Swan Siding.

Crossing loops can accommodate three locos and 280 wagons and the area is subject to severe cyclonic weather from January to April.

A SALUTE TO PENDENNIS CASTLE

In view of the intensity of iron ore operations, steam trips over the full lengths of the railway were restricted and *Pendennis Castle's* inaugural run was a 108 km return trip from Dampier to Dugite on 7 November 1978. Camp Curlewis, 216 km return, became a popular picnic destination and the first trips to Tom Price and Parabadoo occurred in 1980. Usually there were two trips per year, one sponsored by the company for employees and their families and one for enthusiasts.

Located in a region where the summer minimum daily temperature rarely falls below 40°C, even during many nights, trips were necessarily operated during the cooler winter months.

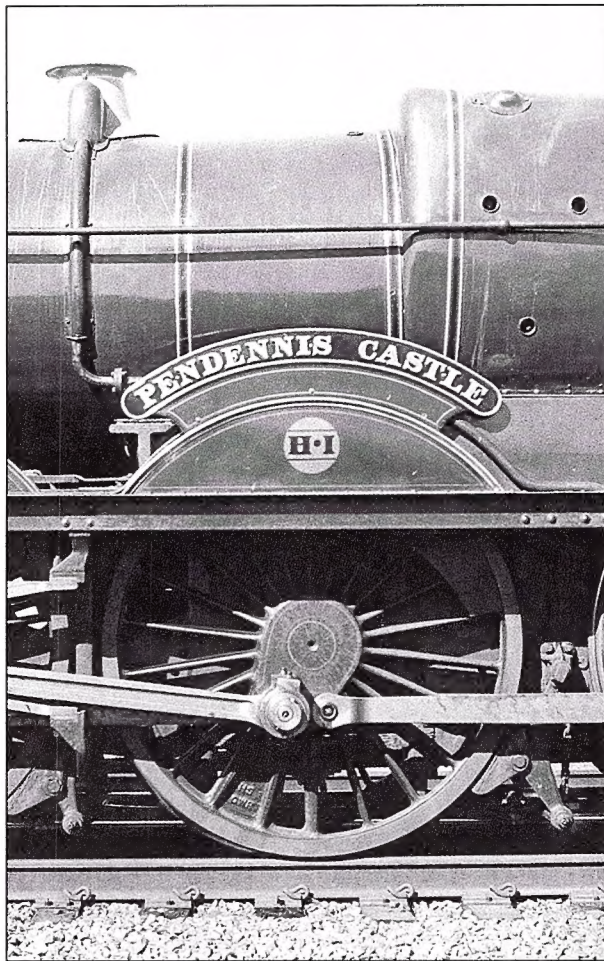
As ARHS (Vic) tour organiser for an 18 day Western Australian tour, 11 - 28 September 1981, I planned the highlight for the last day to be a salute to *Pendennis Castle*. In the absence of overnight accommodation for groups, I was eagerly assisted by John Lyas and Allan Tilley of the Pilbara Railways Historical Society, which at that time included many railwaymen with steam experience who had been lured to the area from other states.

The fit, young adventurous members were keen for a reason to fire up 4079, the soul of the Hamersley railway and we were able to promote a highly successful and economical 'There and back in a day' packaged tour from Perth, a total of 2655 km, surely a record for a day trip!

This involved 04 30 wake-up calls in order to be at Perth airport for a 06 00 departure by MacRobertson Miller Airlines (MAA) F28 pure jet Fellowship, the first leg being a 993 km to Parabadoo with breakfast in the sky. Of the 56 passengers from interstate, 20 joined the WA tour for just one day in order to ride behind *Pendennis Castle*.

After an hour and thirty five minutes, as we lost altitude towards Parabadoo airfield the pilot, apparently sensing the air of expectancy of his passengers, added to the excitement by carrying out a steep curving bank, such as one sees at air shows, which enabled those who had regained their stomachs to scan the mining town for that steam engine not far below.

Standing tall and proud on her six foot eight inch (2.03 m) driving wheels amidst the red ore dust on the Hamersley high iron - ballast at least a metre deep with rails so high they



made comfortable stools – with its highly polished paint and brass (thanks to the PRHS members) *Pendennis Castle* looked every bit as good as we had seen in railway picture books and films.

Her high pitched whistle confirmed she still had that distinctive English accent likely to cause many a heart to miss a beat or two. As ABC Radio 3LO's legendary breakfast announcer, the late Graham Evans would say, when doing his national weather details each morning, without reference to the official forecast, 'It will be forty two at Parabadoo' and he was spot-on!

At 08 05 the train departed for the 383.5 km run west to Dampier Seven Mile and although the crews may not have had a steam run for a year, or had time to master a foreign engine, the 4-6-0 tackled the 90 km rising grade in fine style with plenty of stack-talk.

Whereas diesel crews in airconditioned cabs completed the whole trip, with up to 25 000 tonnes behind them, as a matter of routine without having to reach for the antiperspirant, they would find it rather hellish to endure the 50°C heat on the *Pendennis Castle's* footplate.

Two crews were rostered for the 6 hour 15 minute journey which involved arduous engine requirements, including the hot and dirty old-fashioned task of cleaning out the ashpan via the firebox door onto the footplate and subsequently out onto the ground, as well as coaling in the intense mid-day heat from drums of coal.

There was a novel solution to this problem in that the relief crew operated the diesel loco hauling a spare water tanker and coal wagon, as a mini-special which, apart from following at a discrete distance on the single line, ran parallel on sections of double track with the aim of dousing any grass fires started by burning coal dropped from 4079 and to provide assistance in the event of a breakdown.

The two crews alternated twice between the steam and diesel locos, the latter with its airconditioned comfort enabled them to rest before and after the hard slog on the 4-6-0.

Photo-stops had been arranged and in order to wash down the carton lunch, passengers were invited to patronise the self-serve refreshment outlets at the end of each carriage which comprised of un-attended car fridges of iced drinks and baskets of packaged chips, nuts and fruit. An honour payment system was used and the PRHS members were pleased with the sizeable profit generated.

It was all heads out of the windows listening to the classic sharp Great Western exhaust beat echoing off the mountains as *Pendennis Castle* tackled the 1 in 50 grades through the Chichester Range and despite a 135 km/h (84 mph) dash, earlier delays thwarted an on-time 15 00 arrival at Dampier-Seven Mile.

Here, after a workshops inspection, a re-fortifying smorgasbord dinner was consumed in the canteen. During an evening of Hamersley Iron railway films and a chat in the PRHS building, which also housed *Pendennis Castle*, native cock-

4079 steams across the highest railway bridge in Western Australia, 34.9 metres above Spring Creek, during a rugged photo-stop. Sun.27.9.81 John Dave



roaches as big as mice (you can't keep them out, they even invade new 5-star resorts in the area), skittled between the engine's wheels and un-nerved some lady visitors.

After numerous other duties around WA our empty F28 arrived to speed us from Karratha Airport to Perth by 22 30 – the end of a memorable day in a lifetime.

THE END OF AN ERA – THE BEGINNING OF ANOTHER

During the 1990s, like most other voluntary organisations world-wide, dwindling involvement also affected the remote Pilbara Railways Historical Society. Many of the robust young steam fitters and crews of the 70s and 80s had made their hard earned nest egg and returned to less demanding work or retired to city life. Their replacements were new generation diesel men.

After the boiler was removed in 1984 to check 4079's poor steaming problems and cure leaks around the smokebox, the exercise developed into a two and a half year major overhaul after which the 'Castle' returned to service in August 1987, looking immaculate and performing like a new engine, hauling a 300 tonne train.

The highlight of 4079's sojourn down-under was a rendezvous in Perth with its old adversary, LNER 4472, *Flying Scotsman*, during its Australian tour for the Bi-Centennial celebrations. In September 1989, a crowd of 8000 saw the reunion of the two legendary engines, whose encounters 65 years earlier had helped shape the course of British locomotive development. In order to attain this meet, *Pendennis Castle* had to travel a round trip of some 2560 km by road.

Increasing difficulties, involving lack of steam staff, paths on a busy railway, good quality coal, a pending major overhaul, including the possibility of having to send the boiler to the UK for repair and finally, the introduction of a new high-tech in-cab signalling system, resulted in the engine being withdrawn after its 70th anniversary run on 15 October 1994.

A new home was needed for the engine and enquiries were received from both Australia and the UK. After a year of delicate trans-continental negotiations, the 103 year old *The Railway Magazine*, in its October 1999 issue broke the news of 4079's proposed return to England.

A Rio Tinto delegation inspected Didcot in November and were impressed by the standard of facilities and GWR collection at the centre. With formalities finalised in early 2000, Hamersley Iron and its UK parent, Rio Tinto, announced the donation of *Pendennis Castle* to the heart of Great Western preservation, Didcot Railway Centre, home of the Great Western Society.

The company's main concern had been to find a place that could provide a secure future, recognising the significance of the engine's English heritage as well as providing a high degree of public accessibility, just 45 minutes by rail from London, and not become a stand-alone exhibit but play an important part in illustrating the wider picture of Great Western locomotive development and the final decision had almost universal support.

THE RETURN HOME

GWS Deputy Cahirman, Richard Croucher and General Manager, Mike Dean, didn't know much about the world of shipping but they were soon to learn. They had seen photographs of *Flying Scotsman* slung under a spreader beam branded P&O Containers during its Australian visit 12 years ago, but they discovered there were no heavy lift facilities in WA and Sydney's floating crane, used for *Flying Scotsman*, had been scrapped. Options for departure were confined to

Dampier or Fremantle, the port for Perth which was 1600 km south of the Pilbara.

The second problem was that ships with heavy lift capability were costly and rare and the waiting list for such a vessel could be as much as nine months. Even then, because there is no rail access between Dampier and its wharf, it would require a low-loader to be driven empty 2580 km from Perth and back just to transport the engine 9.6 km from the rail depot to dockside.

Added to this substantial cost would be the need to reduce weight in a container by removing the boiler. Containers can be stacked seven high but the weight of the container with 4079 would be such that it would not be possible to stack others on top so GWS would have to pay for six empty spaces. Worse still, because the engine, boiler and tender would require three special container flats, which need extra deck space, 60 normal containers would have to be displaced.

Use of a Russian giant Antonov air freighter, which often return empty to Europe, to fly 4079 home in one piece was explored and it would have been a dream two day trip. The down side was that it would cost \$924 948.50, a sum too big for chook raffles to recoup the cost, so the dream of a *Castle in the Sky* was dashed.

Finally, an expedient fortnightly roll-on roll-off ferry service was chosen at a cost effective \$132 135.00. On 9 April the engine and tender were loaded onto separate trailers, which had been hauled empty by Mack road tractors from Perth to Dampier, for the two day return trip.

Mike Dean and Richard Croucher flew in from the UK and a logistics meeting was held in the bar of Rydges Hotel to plan arrangements. Included in the group was a local GWS member, another from Victoria and Hamersley employees and volunteers. It was decided that all loose parts were to be secured and exposed steel and copper parts heavily greased to reduce corrosion at sea. The only other problem was during the process of transferring the tender onto one of the ship-board lowloaders, known as Maffeis, where there was considerable anxiety until Mike managed to persuade the dockers not to use a forklift truck, which could drop it.

During a hand-over ceremony, attended by Hamersley Iron management, employees past and present (including Tim Edwards who had been flown over from Melbourne by the company, and who drove *Pendennis Castle* on its first and last trips in Australia), Westrail staff, Pilbara volunteers and local enthusiasts, all watched as two 90 tonne capacity Brambles cranes lifted the engine with professionalism so the dream of a *Castle in the Sky* was achieved without the aid of Antonov.

A further problem surfaced; now there was no ship. Booked for a Good Friday, 21 April departure, the *Toba* was three days behind schedule. Mike and Richard had to return home without attending the planned farewell departure and *Pendennis Castle* was finally loaded at 02 00 Easter Monday morning, 24 April for its 11 week voyage via Singapore, Hong Kong, Ningbo, Quingdao, Kobe, Yokahama, Los Angeles, New Orleans, Savannah, Miami, Baltimore, New York and St Johns, due in Bristol on 7 July. This was a marked difference from its arrival on the direct route via the Mediterranean and Singapore, which only took five weeks.

After arrival it was planned to spruce 4079 up after 74 days at sea for display during the summer season and I am looking forward to renewing acquaintances with the engine during September this year.

Prior to its departure, fund raising had already commenced to cover transport and restoration costs and donations can be sent to the 4079 *Pendennis Castle* Appeal, Great Western Society, Didcot OX11 7NJ, UK.

Proposals have been made that *Pendennis Castle's* first trip should be from Paddington to Plymouth on 9 May 2004, when GWR's yet to be restored super veteran 4-4-0, *City of Truro*, re-enacts the one hundredth anniversary of its claim to have been the first steam loco to break the 100 mph barrier.

Static exhibit, 4074 *Caerphilly Castle*, the first of the class, has been moved from Didcot to the site of the new £11 million pound sterling railway museum which will be built around the engine.

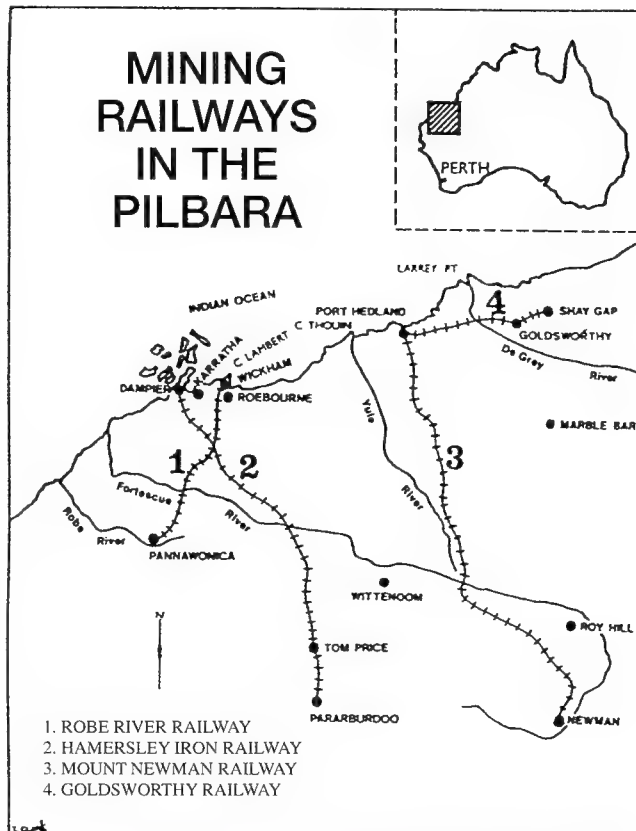
IN REFLECTION

Back in 1975, the newly formed Pilbara Railways Historical Society suggested that the young nine year old iron ore railway lacked a soul – a steam engine. During a visit from the UK to Dampier, Sir Russell Madigan OBE, Chairman of Hamersley Iron and Director of Rio Tinto Zinc Corporation, a man to get things done and keen to foster good staff morale, especially in outback Australia, shared this view and made a commitment to provide this soul.

Not expecting to hear any more of that extraordinary promise, the PRHS members were heartened to soon receive a telegram from Sir Russell advising he would be sending them *Pendennis Castle*.

A quarter of a century later, because of the passage of time, the relevance of steam at Hamersley had declined and it is heartening to reflect that in these days, when the human touch has become a rarity in big business, Hamersley Iron and its giant parent Rio Tinto Zinc Corporation still had soul enough to return the engine as a gift to the Great Western Society, thus beginning a new era for *Pendennis Castle* in English Great Western territory after another in Great Western Australian outback.

Acknowledgements: Great Western Society – Richard Croucher and Mike Dean; Hamersley Iron – Bob Vaneslow; *The Railway Magazine* 3/2000; *Railways in the Pilbara* (1979) – John Joyce and Allan Tilley



Hauled by two Mack road prime movers, 4079 approaches North Wharf, Fremantle after a 1600 kilometre transfer from Dampier. Tues.18.4 Don Finlayson



SENIORS' WEEK 2000

on the South West

Holders of Seniors' Cards are quick to take advantage of the special offer, resulting in built-up trains and interesting operations. Although V/Line's ability to increase train capacity is now relatively limited, (nearly all rollingstock is committed in normal service) West Coast Railway's Warrnambool trains are built up and double-headed to cope with demand.

Planning for Seniors' Week began immediately after the end of the January school holidays. The brief lull in patronage after the holidays allowed labour resources to be dedicated to returning stored carriages to traffic and ensuring those in traffic would have their exams complete, thus being available for the days of Seniors' traffic. Our Warrnambool maintenance depot worked hard, completing B, C and D exams on the running fleet, while the workshops at Ballarat East were also busy, overhauling and completing bogie exchanges on ACZ255 and BRS221 and an A exam on B61.

Operational restraints made forming trains relatively difficult. Free travel was available on Sat.18.3, Tues.21.3, Wed.22.3, Thurs.23.3 and Sat.25.3. On Saturdays three carriage sets are needed and carriages needed to be positioned to form two big sets for the weekdays. They cannot be attached or detached at night at Warrnambool, so to position them correctly, Monday night's 18 00 down and Friday morning's 06 35 up would both have to be big trains and with two locos. Similarly, two large sets had to be broken into three smaller ones to form the second Saturday service.

Locos also had to be carefully placed. With S300 on the long-term sick list, S302, S311, B61 and B76 were available

One of the busiest periods on the Victorian country rail network occurs in March each year, with free travel available to holders of the Victorian Seniors' Card

Craig Haber

with T369 spare. Our roster clerks first attempt at the weeks roster produced pairs of S+B, which would be operationally adequate, but after some work, the loco rotation for Sat.18.3 was altered to produce the enthusiast pleasing pairs of S302-S311 and B61-B76 for Tuesday, Wednesday and

Thursday. When B61 and BRS221 arrived empty cars from Ballarat on Fri.17.3, all was in readiness for our busiest week of the year.

Early on Sat.18.3, things were looking good. B61-S302 had a long rake of carriages on 8207 (08 43 down) and S311 was hauling 8220 (06 35 up). B76 and carriages were in position at Warrnambool to form 8246 (17 05 up), which would also have a couple of cars off the 8207 arrival.

Unfortunately, things did not go as planned. The railway had some unusual ways of thwarting the most carefully worked plans and Murphy's Law often strikes. S311 struck a 1.6 metre diameter tree which had fallen on the line on the down side of Colac, leaving it totally disabled with a demolished cowcatcher, damaged brake rigging, ripped off hoses and smashed ditch lights.

As one plan was discarded, another quickly took its place. 8207 was terminated at Geelong, with seven road coaches required in lieu. Similarly, 8220's passengers were bussed onto Melbourne. After the damaged cowcatcher was cut away, S311 limped on to Colac, stabling its trains in No. 2 road. Fortunately, Freight Australia were running a rare additional Saturday morning goods of briquettes to Colac, and their loco X43 was used to haul S311 to Geelong Loco where it spent the weekend before continuing to Ballarat on 9137 goods on

True classics – B61 (Australia's oldest mainline passenger loco in regular service) and B76 haul 8237 down Warrnambool out of Little River on Tues.21.3 *Craig Haber*





Above: B61 leads GNR345 into
Winchelsea to cross R711 and
GNR378-377 on an up ballast train.
Thurs.23.3 Robert Carlisle

Opposite: S302 leads Steamrail's S313
through Lara on the up on Thurs.23.3
Tricia Avé

Below: An hour earlier the same locos,
S302-S313 depart Winchelsea while in
the far right, R711 still waits for the road.
Thurs.23.3 Robert Carlisle



2



EL'S AT WORK IN VICTORIA

4



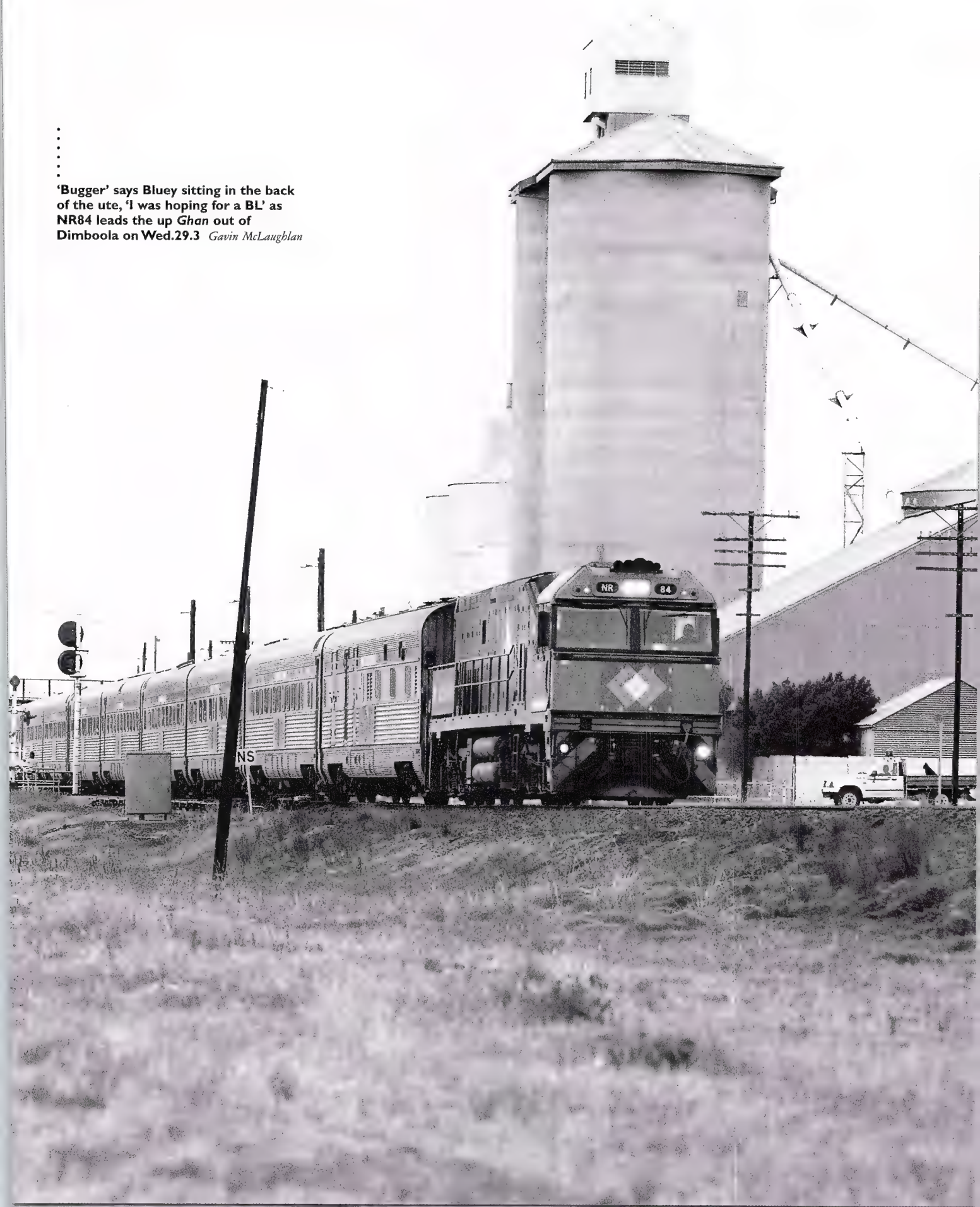
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NEWSRAIL INDEX

1999 *Compiled by John More*

.....
'Bugger' says Bluey sitting in the back
of the ute, 'I was hoping for a BL' as
NR84 leads the up *Ghan* out of
Dimboola on Wed.29.3 *Gavin McLaughlan*



This index has been designed so that it can be removed and placed in the centre of the December 1999 issue if so desired.

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A page number in **bold** indicates a major article.

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GNR27-GNR22 sit in the sun on the standard gauge turntable at South Dynon Loco as they await their next tour of duty. Sat.22.7 Ian Green





3

- 1 The crew on EL53 'watch the photographer' as the up Austrac powers out of the curves at Kilmore East on Tues.7.3 *Steve Munro*
- 2 EL54-4814 beside GNR22 at South Kensington on the down Austrac service. Thurs.17.2 *Ian Green*
- 3 EL54-4814 on the up Austrac leads N474 on an up Kyneton pass. at Middle Footscray. Thurs.17.2 *Jeff Bounds*
- 4 EL57-EL58 on the up between Kilmore East and Wandong on Thurs.13.1 *Cleve Matys*
- 5 EL61-T408 (being transferred to Junee) at South Kensington on Sun.21.5 *Michael Bray*
- 6 EL54-EL52-EL57 depart South Kensington on the down service on Sat.22.1 *Julian Insall*

6



Mon.20.3. 8232 (13 05 up) was formed using the loco and carriages which were to form 8246. B61 off 8207 ran light to Colac, coupled to the carriages in No. 2 road and crossed 8232 before proceeding to Warrnambool, forming 8246. S302 ran around 8207's carriages at Geelong and hauled them empty to Melbourne, forming 8237 (18 35 down), thus returning the carriage sets to their correct rotation.

The loss of S311 was a substantial blow, with no other mainline locomotives available, T369 was teamed with S302, they and a pair of B61-B76 would form the mid-week motive power. To position locos and carriages for the morning of Tues.21.3, Monday nights 8237 (18 00 down) had B61-B76 hauling 10 vehicles and was a most impressive sight. The remaining carriages in Melbourne were used to provide a load for R711, which ran an empty car train to Geelong for crew training. These cars were coupled with those off 8246 (17 35 up) arrival, and thus Tuesday morning, two trains of ten vehicles and two locomotives awaited the masses.

We were not disappointed. The seniors turned out in large numbers and the services ran well, with long trains full of passengers plying the 267 km from Melbourne to Warrnambool. Some late running was unavoidable, as a 100 km/h speed restriction had been applied to the entire South Geelong - Warrnambool some weeks prior and the need to turn S302 to lead T369 at Warrnambool extended the turnaround time.

Wed.23.3 presented further challenges. In addition to the seniors, a group of over 160 children on their way home from Somers Camp travelled on 8217 (12 35 down), hence DT319 was added to the front of the train for their luggage. More problems arose. BRS222 was red carded in Melbourne in the morning with a high flange and needed to be detached at Warrnambool on the arrival of 8207 (08 49 down). This shunt and the turnaround was completed in a most creditable 32 minutes. Our maintenance team immediately got to work and BRS222 was ready to go back into the train the next day.

Even more of a problem was the failure of T369 on arrival of 8217 at Warrnambool. With no other motive power available, S302 was left solo to haul 11 vehicles for 520 t on 8246. With one of the Geelong depot's most experienced drivers at the controls, the loco, considered our best performer, lost just 20 minutes, a fine performance from both loco and engineer.

Thurs.23.3 was one of the most interesting days on the South-West line in some years, with respect to both motive

power and operations. Steamrail Victoria's S313 teamed up as second engine to S302 to haul services 8207, 8232 and 8237. Its appearance and performance is a credit to its custodian. An inspection of B76 at Warrnambool that night found some worrying signs. It was withdrawn on arrival in Melbourne on 8220 Thursday morning as a precaution against an expensive failure. Great Northern Rail's flat top T345 was hired to assist B61 on 8217, the first flat top to appear on a pass. for many years!

In addition to the unusual pass. motive power, R711 was again active for further crew training. A ballast train with Great Northern Rail's T376-T377 made its way from Camperdown to Winchelsea, while R711 ran light engine from Melbourne to Geelong, turned and crossed the up Waurin Ponds goods hauled by X34, then proceeded tender first to Winchelsea, where it was coupled to lead the ballast. Here a triple cross with 8217 (B61-T345) and 8232 (S302-S313) was completed, hence there were some seven locomotives present (four paint schemes) and believed to be a first. The ballast departed Winchelsea after 8232 cleared South Geelong, discharging enroute to Geelong, arriving at 16 45, then waiting and following the 17 00 up pass. to Melbourne. Meanwhile, T345 was in trouble with ground relays, it was withdrawn on arrival of 8217, and repaired T369 returned to service, assisting B61 on 8246.

Fri.24.3 was used to again position locos and carriages for the service on Saturday. 8220 was again ten vehicles hauled by S302-S313-T345, returning the latter pair to their owners. The motive power for Saturday was looking a little grim. 8207 would need to be double-headed, but S311 could not be worked to Melbourne in time. It was worked to Geelong on 9138 up goods from Ouyen in the early hours of Saturday morning, leaving S302 to haul 13 vehicles solo on 8207 from Melbourne to Geelong.

The train must have resembled the *Spirit of Progress* of days gone by, with its solo S class on a long train of S and Z carriages. S302 again performed admirably, reaching Geelong just one minute late. Here S311 was added to lead to Warrnambool, the pair sharing the duties of 8232 (S302) and 8246 (S311). Likewise, 8207's carriage set was divided at Warrnambool to form 8232 and 8246.

Thus concluded one of the more interesting weeks of rail operations in South West Victoria, one in which several thousand older Victorians enjoyed the privilege of free train travel.

S302-S313-T345 at Geelong station on 8220 up Warrnambool pass. on Fri.23.3 Tricia Avé



OPERATIONS

An overview of recent sightings and observations

NEW TIMETABLES FOR MELBOURNE - SYDNEY XPT SERVICES

The times for the north bound overnight and south bound daylight XPT services between Melbourne and Sydney were both altered with the introduction of the new Countrylink timetable on Sun.21.5. The south bound daylight service was slowed by 7 minutes in conjunction with the timetable change. No changes were made to the south bound overnight and north bound daylight services.

A comparison between the timetables in force before and after 21 May and the variation in times is set out in the accompanying tables.

COUNTRYLINK OFFERS 50% DISCOUNT FARE

Between Mon.1.5 and Mon.26.6, Countrylink once again made a 50% discount fare available across its network. The two major conditions attached to this special offer fare were:

- Tickets must be booked at least 14 days before travelling.
- The full fare must be paid within 48 hours of booking.

The special 50% discount fare has now been offered a number of times over the last few years by Countrylink to boost patronage during periods of low demand.

HURSTBRIDGE LINE DELAYS

Morning peak hour train services were delayed by up to 55 minutes on the Hurstbridge line on Tues.30.5 when lightning struck the new computerised interlocking at Heidelberg and a tree fell on the overhead traction wires at Diamond Creek

GRIFFITH XPLORER SERVICE COMMENCES

The first revenue run of the Xplorer rail car service between Sydney and Griffith was the up service that departed Griffith on Sun.14.5. The two car set used to inaugurate the service (EA 2502/EC 2524) had travelled down to Griffith on Fri. 12.5 and had been placed on public display on Sat.13.5.

The Xplorer replaces the loco hauled train that had been officially withdrawn on Wed.12.4 and runs to the same timetable.

NEW TIMETABLES FOR MELBOURNE - SYDNEY XPT SERVICES

Station	Time Prior to 21.5	Note	Time Since 21.5	Note	Variance (Minutes)
Spencer Street	20 05		19 45		20
Benalla	21 58		21 34		20
Wangaratta	22 23		22 04		19
Albury	23 13		22 53		20
Culcairn	23 38	(a)	23 19	(a)	19
Henty	23 49	(a)	23 33	(a)	16
The Rock	00 03	(a)	23 48	(a)	15
Wagga Wagga	00 20		00 06		14
Junee	00 43		00 32		10
Cootamundra	01 25		01 13		12
Harden	01 59	(a)	01 47	(a)	12
Yass Junction	02 47	(a)	02 36	(a)	11
Goulburn	03 55		03 42		13
Moss Vale	04 42		04 29		13
Campbelltown	05 48	(d)	05 32	(d)	16
Strathfield	06 29	(d)	06 06	(d)	23
Sydney	06 45		06 25		20

(a) - Stops only if required.

(d) - Sets down only.

(u) - Picks up only.

NEW TIMETABLES FOR SYDNEY - MELBOURNE XPT SERVICES

Station	Time Prior to 21.5	Note	Time Since 21.5	Note	Variance (Minutes)
Sydney	08 10		07 43		27
Strathfield	08 23	(u)	07 54	(u)	29
Campbelltown	08 57	(u)	08 27		30
Moss Vale	10 00		09 32		28
Goulburn	10 50		10 20		30
Gunning	11 28	(a)	10 58	(a)	30
Yass Junction	11 55		11 25		30
Harden	12 42		12 13		29
Cootamundra	13 14		12 45		29
Junee	13 52		13 23		29
Wagga Wagga	14 16		13 48		28
The Rock	14 36	(a)	14 08	(a)	28
Henty	14 51	(a)	14 24	(a)	27
Culcairn	15 01	(a)	14 35	(a)	26
Albury	15 30		15 02		28
Wangaratta	16 09		15 43		26
Benalla	16 35		16 14		21
Spencer Street	18 35		18 15		20

(a) - Stops only if required.

(u) - Picks up only.

WESTERN STANDARD GAUGE

GRAIN ON THE MOVE

Two of Freight Australia's X class locomotives, X45 and X46, were sighted back to back in Dimboola on Thurs.15.6, having arrived there for grain haulage. They were shut down in the yard at 11 20, and departed that evening with a loaded Portland bound grain train (9784). This was a very rare example of a FA train on this

line without a G class leading. On most occasions the motive power is all G's, either single or double headed and if another class is present it is most often only as second unit.

On Tues.11.7 the same two X's were paired in Dimboola yard for a second time, where they were stabled in the yard during the afternoon. X45 had been present since at least Sun.9.7, but X46 only appeared on that particular occasion.

OPERATIONS



H5 shut down at Kurting, Fri.7.4 Bruce McLean

The second train to load grain at AWB Ltd's new Dimboola grain centre was sighted at 10 45 on Fri.30.6 hauled by X46-G519. The first train to be loaded at the centre was on Mon.20.3 this year when G539-G528 were the motive power. (EP/SK)

NATIONAL RAIL

AN, BL, DL and 81 class units have all been sighted recently behind members of the NR class, adding some variety to the NR dominated motive power roster on National Rail's services on the Western line.

Thurs.6.7 provided the most interesting combination when NR82 led DL45-AN6 on an up steel service (9822). Recently overhauled BL26, *Bob Hawke*, has also put in a number of appearances, such as on Thurs.25.6 when it was seen behind NR94-NR71 on an up superfreighter (9701). Two DL's were part of the power on a down steel service (9821) on Sat.1.7, when NR90 led DL45-DL43. (GE)

WESTERN BROAD GAUGE

WEST COAST RAILWAY

During the period commencing Mon.29.5, B61, B76, S302 and S311 were all in and out of WCR's Ballarat East workshops for routine maintenance and examinations. R711 came in on Mon.19.6 for repairs to its cow catcher after suffering minor damage on a recent fan trip on the Bendigo line and was released on Fri.23.6.

Freight Australia's P19 was released on Wed.14.6 after being repainted into corporate colours and the following day A78 also came in for repaint. (DMc)

Steamrail's S313 appeared on a number of West Coast Railway's passenger services late in June. It led B61 on the 18 00 down Warrnambool pass (8237) on Mon.26.6 and returned as the sole power on the 06 35 Melbourne bound service (8220) the next day and collected B76 at Geelong which then led for the remainder of the journey to Melbourne. Later that day it operated

the 12 35 down service (8217) solo back to Warrnambool. (AL)

BALLARAT

The White's pilot has continued to operate more often in recent months, but always under the cover of darkness. Typically it will run after the down Mildura goods (9141) has been dealt with at about 22 00.

Some more details have come to hand concerning the louvre vans that had been stored on the Ballarat - Ararat line at Middle Creek as mentioned in June NEWSRAIL. About 42 of these vans were brought in off this line to Ballarat on Wed.7.6 by H3-X42. The movement was scheduled to work through to Tottenham Yard, but was terminated at Ballarat to enable some additional work to be done before the move to Melbourne. As reported in June, they were finally taken to Melbourne on Wed.14.6. (DMc)

GRAIN MOVEMENTS

The annual transport of grain from the country silos to the Port of Geelong continues to provide some interesting motive power. On Mon.26.6 a combination of five different locomotive classes, in the form of G512-X53-H1-S310-T402, was sighted hauling a 48 wagon loaded grain train. The next day the same number of units led a similar train, but only two classes were present, with G525 leading X48-X54-X47-X49.

CLP10-CLF13-ALF20 on 6MP9, the westbound SCT train near Rocky River (SA) on Sat.17.6 Julian Insall



OPERATIONS



G537 climbs Glenrowan Bank with the up Bandiana goods on Tues.18.4 *Peter Foote*

COWANGIE GYPSUM TRAINS 9137/9138

The variety of power on these trains continues to grow, with two consecutive days of quintets on the Geelong bound loaded train (9138). Tues.27.6 saw G534-X37-S306-S310-B76 and the next day it was X41-X48-X53-X49-Y112. In contrast, on Sat.1.7, only G513-X34 led this train.

Combinations including double S class locomotives have also been reported. On Fri.7.7, G513 lead X34-S310-S306 on 9137 through Gheringhap at 15 53.

MILDURA NEWS

H5 shut down at the small siding (with silo) of Kurting between Inglewood and Korong Vale is indicative of the modern methods of operating a railway. H5 was scheduled to run 9077 (0930) goods from Bendigo to Bridgewater on Fri.7.4. After shunting off its load, H5 ran light engine to Kurting where it was locked away in the siding and shut down. The crew were then collected by a railway car from Bendigo and taken to Korong Vale where they changed into another railway car and taken to Swan Hill. At Swan Hill the crew started G513 and made up train No.9280 (1450) goods and ran it to Bendigo. H5 was used as a banker on the next up grain train ex Korong Vale lines to Geelong, via Dunolly.

As a post script, the Bendigo railway car collected sufficient burrs driving into the Kurting siding that it required four new tyres! (BMcL)

NORTH EAST STANDARD GAUGE

AUSTRAC SM7/MS7

Since Easter the abundance of special traffic has died down although the gauge still offers some regular highlights. The main source of interest is the SM7/MS7 Austrac train. Below is a list of sightings of this train made during May and June, with all observations made at Mangalore being of SM7, the up service.

Fri.5.5 GNR 381-EL61-G543
Thurs.11.5 EL63-1872
Tues.16.5 X-EL-EL
Sat.3.6 EL51-EL61-EL64

Thurs.8.6 EL52-G (in F/A colours)-EL63

Sat.17.6 EL63-GNR 373

Other noteworthy observations during this period included SM2 goods hauled by 8170-48115, with the 48 class leading on the return journey. (PF)

ATN ACCESS

Australian Transport Network, operating as ATN Access, ran their first train in Victoria on Tues.13.6 when their former Western Australian L class locomotives, 270-251 led a down empty grain train, made up of that company's new grain hoppers, through Mangalore at 21 50. Fri.16.6 saw the return of this working, led by the same locos, in reverse order, through Mangalore at 14 51 after having departed Junee in New South Wales at 09 45 that morning.

A north-bound empty grain movement, featuring ATN's other motive power, three former ASR 830 class locomotives, was noted departing their base at McIntyre Loop at 14 35 on Tues.27.6. L254-845-838-833 were hauling 28 empty XGAY grain hoppers that have been adorned with both ATN and AWB logos (AWB Ltd being the client for which ATN are hauling grain).

Two days earlier, this train had attempted to head north, but according to witnesses, L254 blew a large cloud of black smoke and was

T364-T356-S313 stand around the turntable at South Dynon Loco on Sat.24.6 *Ian Green*



OPERATIONS



P23-A73-X47 at Seymour on a down Tocumwal goods on Tues.14.12.99 *Bernie Baker*

unable to lift the load. The wagons were stowed in number three road at McIntyre Loop and the locos returned to RTS at Dynon for attention. On this occasion only 845 was accompanying the L.

When the three L class locos were delivered after being overhauled at Whyalla in South Australia, they had not been fully tested and this had to be done once here in Victoria. One such test run operated on the afternoon of Thurs.6.7 when all three were sighted on a down light engine test run on the North East line, through Donnybrook at 16 00, returning on the up half an hour later.

On Sun.9.7 L270-L254-L251-37x empty grain wagons were sighted on the down at 16 20 at Donnybrook. (PF/AL/NF)

NORTH EAST BROAD GAUGE

Noticeable broad gauge activity has been rather scarce during May and June, with only a few recorded exceptions. These included the up Echuca goods being re-routed via Toolamba, first noted on Wed.3.5 at 02 20 behind a G-X-A combination. At 02 22 on Sat.13.5, the combination of A81 and an unidentified S class were observed on a down Oaklands grain, J515 led a special pass to Echuca over the Queen's Birthday long weekend (Sat.10.6 to Mon.12.6) and on

Sat.17.6 A71-X43-X-T or H were rostered on the down Shepparton goods. (PF)

A special up works train was sighted shut down at Murchison East, south of Shepparton, on Sat.17.6 at 17 00, powered by Great Northern's locomotives 377-345-376. It was reported to be departing later that day at 21 00 for an unknown destination.

Sun.18.6 saw a crowded yard at Shepparton with N469 on a stabled passenger train, A71-X43 on a stabled down goods and X36-H2 on a stabled up goods. X36 had arrived with this train at 10 40 with 19 flats and an almost full load of containers. (CC)

LATE SHEPPARTON PASS.

Like most V/Line Passenger trains (operated by National Express), the 07 10 (Mon. to Fri.) up Hoys Shepparton passenger service is also operated by an N class locomotive and is usually through Mangalore at around 08 05. However on Thurs.9.5 it passed through at 12 15 behind N470 and N461. Preceding this, N470 had travelled through Mangalore light engine at 09 10, presumably having been detached from the 07 50 down Albury pass. at Seymour. The reason for the delay is unknown. (PF)

TOCUMWAL GOODS 9351/9352 AND 9353 / 9354

Both the A and P classes have been appearing frequently on the up Tocumwal goods, 9354, with A73-P21-P20 leading on Tues.23.5 and A77-P22-P23 a week later on Tues.30.5. Two weeks after this, on Tues.1.6, the combination was A71-P22-P23. (CC)

METROPOLITAN

The first reported sighting of a West Coast Railway locomotive on the Dandenong line was on Sat.8.7, when B76 was seen hauling a down spoil train at Murrumbidgee at 22 58. This is also the first sighting of a B class locomotive on this line for many years. (MB)

Two of Freight Australia's repainted A class locomotives, A71-A79, hauled the down Maryvale paper train (9461) on Sat.8.7.

X41-32 on 9352 up Tocumwal goods at Wunghnu on Mon.29.11.99 *Gavin McLaughlan*





SPARK TRANSFER

: Above: 377 climbs Ingliston Bank out of Bacchus Marsh with a Hitachi set as it heads for
: Ballarat North Workshops in April 1998 *Graham Walton*

: Below: 377 hauls the first refurbished Comeng set for Connex through Laverton as it runs
: from Ballarat North Workshops to Epping, Mon. 17.7 *Chris Gordon*



ROLLINGSTOCK

A review of Locomotive and Rollingstock news

COMENG TRAIN SLIDING DOOR WINDOW MODIFICATIONS

Vandals pushing out the windows of the sliding entry/exit doors of Comeng suburban trains has been a problem with these trains since they entered traffic.

During the 1980s, it was common practice to immediately withdraw Comeng trains that had lost a window from service and fit a new window at a maintenance depot.

This changed in the early 1990s, when stations were provided with temporary perspex windows that could be inserted in the opening created by the pushed out window. This kept the train in traffic until fitters based at Flinders Street could insert a new window. This approach assisted in reducing train cancellations by maintaining train availability, but did not stem the cost associated with replacing windows.

Hillside Trains now appear to be addressing this issue by fitting black steel strips down each side of these windows, thereby making it nearly impossible to ease out the rubber seal around the windows.

Comeng sets noted with the steel strips during June were:

326 M, 1013 T, 325 M
462 M, 1081 T, 461 M
574 M, 1137 T, 573 M
632 M, 1166 T, 631 M

ANOTHER N CLASS LOCO REPAINTED RED & BLUE

Loco N455 was outshopped from Newport Workshops on Thurs.1.6 after having been repainted from the orange and grey livery to the blue and red. It is the fifteenth N class loco to lose its orange and grey livery.

The new V/Line logo introduced by National Express in March 2000 was applied during the repaint and N455 is the first loco (and first piece of V/Line rollingstock) to wear the new logo.

SET N2 MODIFICATIONS

Set N2 was outshopped from Newport Workshops on Thurs.11.5 after having undergone a lift. Two major modifications were made to this set whilst at Newport, namely the airconditioning condenser was fitted with high capacity fans, thereby improving the hot

weather durability of the airconditioning system.

The set was converted to dual power supply and as a result carries the 'D' code.

N SETS WITHOUT AIR COOLED DIESEL ALTERNATORS

The following N cars are fitted with VM six cylinder air cooled diesel alternators in lieu of the original liquid cooled units as at Thurs.1.6:

BRN: 53 (Set N1), 44 (Set N4), 38 (Set N6), 32 (Set N9), 31 (Set N11), 35 (Set N12), 37 (Set N13), 46 (Set N16) and 52 (Set N18) – Total of 9 BRN cars.

BN: 2 (Set N1), 17 (Set N6), 26 (Set N9), 23 (Set N12), 16 (Set N13), 7 (Set N16) and 1 (Set N18) – Total of 7 BN cars.

No ACN cars have been fitted with the VM diesel alternators.

CARRIAGE REPAINTS

Two carriage sets entered Newport Workshops to undergo a lift and general overhaul during May, namely FLH32 on Mon. 1.5 and FN10 on Wed.17.5.

Both sets will be externally repainted whilst undergoing overhaul.

FN10 will be the first complete carriage set to receive a second coat of the red and blue livery (the first carriage was BTN264), whilst FLH32 will be the tenth H set to have its current orange and grey livery replaced by the red and blue.

H sets still in the orange and grey livery are SH28, SH30, SH31 and SH34

BN22 RETURNS TO TRAFFIC

BN22 was outshopped from Newport Workshops on Wed. 21.6 after extensive repairs to its undergear were completed.

This car had been damaged in a level crossing accident near Nagambie in January (see p. 157, May 2000 NEWSRAIL) when running in Set N8.

Since the accident, N8 had been using BN55 as a replacement for BN22 whilst it was being repaired. BN22 was returned to set N8 on the day it was outshopped and was pressed back into regular traffic.

BN55 was returned to Set N19 on the same day, thereby freeing its temporary replacement, BTN264, for service with other carriages.

G533 and EL58, on 4168, wait whilst the driver cleans the windshield prior to leaving R & H, formerly the Toll's branch on Mon.3.7. The water on the right lays on the old right-of-way of the Sandgate Cemetery branch *Ed Tombs*





- : Steamrail's S313 was used for a short while to run the Warrnambool pass. solo but has since been reduced to trailing
- : unit because of lack of airconditioning. It is still allowed to lead on heritage train workings. We see it twice at Geelong
- : on Tues.27.6 (above) arriving from Warrnambool and (below) returning ex Melbourne *Craig Haber*



PRESERVATION

News from the preservation scene

RAIL TRAIL

Moyne Shire Council is working towards reopening planning and consultation with adjoining landowners to develop a rail trail between Port Fairy and Warrnambool, via Koroit. The rail trail would be 31 km and would complete a circuit with the coastal Mahogany Walk.

The proposal to establish a rail trail has had a rocky ride as since 1997 a working group has been set up twice to discuss the possibility to establish a trail. Due to the concerns of landowners about fencing, dogs, horse riders, trespass, security and gates left open, the Council in November 1998 decided not to support unless the surrounding landowners provided support. (*Hamilton Spectator*)

PUFFING BILLY RAILWAY

The Ministry of Transport announced a contribution of more than \$102 000 to assist in the completion of the restoration of an extra steam locomotive for Puffing Billy Railway.

The Railway Board has spent approx \$270 000 since April 1997 on the restoration of 6 NA steam locomotive, but was forced to suspend the work after the revenue was lower than expected over the Christmas and January period.

The contribution will cover labour and materials to ensure the extra locomotive is available for the peak times of operation, particularly with the opening of the extension from Lakeside to Gembrook.

STEAMRANGER SELLS ROLLINGSTOCK

West Coast Railway has acquired steel car 606 for the *Murraylander* tourist train venture, purchased from the ARHS (SA division) the carriage cost more than two 900 class locomotives which were also sold. (Purchaser unknown.)

REDBIRDS?

The Bluebird railcars that trialed unsuccessfully on the Tralgon service have found a new lease of life. Following mechanical repairs the three standard gauge Bluebirds ran a successful tour on Mon.30.4, chartered by the Port Dock Museum for a Bluey's to Bordertown tour. After arrival at Bordertown the train ran a shuttle trip

to Wolseley and return. The train was booked out within three days. Still maintaining the V/Line Passenger livery (with logos removed) they have earned the nickname Redbirds.

The owner of the railcars, Bluebird Rail, has been negotiating with possible operators of a Hunter Valley wine train in New South Wales. If successful further refurbishment will take place.

STEAM AND GOODS TRAINS

The Victorian Goldfields Railway had their second 'great steam freight' weekend on Sat.17.6 - Sun.18.6. K and J class steam engines were used along with F and T class diesels. 61RM was also running on the day.

Reasonable fares were offered at \$25 per day or \$40 for the weekend. Concessions were available and 10% discount was offered to those who pre booked.

Also at Maldon it seems the VGR has taken a page from the books of England. A new driver experience package is now offered to those who wish to experience driving steam on a branch line. Prospective drivers will be under the guidance of experienced railway personnel.

For more information write to:
The Secretary,
Victorian Goldfields Railway,
Hornsby Street, Maldon, 3463.
Telephone 5475 2598
or email: vgr@castlemaine.net.au

ON THE TABLE

Preserved Steamrail diesels T356, T364, T395 and S313 were noted on the South Dynon broad gauge turntable during May and June. GNR has been known to use them from time to time.

During July S313 was noted leaving Stony Point hostler's end leading (T395 was trailing the train) and the classic A7 was noted leading GNR units 376 and 377 to Kyneton on Sun.9.7. T356 and T364 are painted in the original VR color scheme whilst T395 still wears its V/Line colors.

T413

Purchased second hand from Portland Cement by the VR in 1969, and the only T class fitted with dynamic brakes, the preserved loco has been noted sitting at Geelong Loco for considerable time in company with W241 and W244. It would appear the 'flat top' has not performed tourist train duties for quite some time.

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ATN Access 251 works on the Canal Bridge at South Dynon during a shunting movement. Fri.16.6 Ian Green



BELLARINE RAIL TRAIL

A number of old railway reserves are being converted to bike/walking paths around Victoria and the Bellarine Peninsula now has its own from Geelong to Queenscliff. Here we see its sign at Drysdale station



The Bellarine Peninsula Railway provided a special bike train to give the bikes a chance to see where to go, Drysdale station



Jog, ride or just stand and look. There is something for everyone

All photos Mark Plummer





NEW ROLLINGSTOCK

- Above: Refurbished Comeng set 698M-517M now sporting Connex livery on display at Flinders Street. Mon.24.7
- Below: West Coast Railway have refurbished B80 to operate a tourist train from Adelaide to Murray Bridge. Here we see it showing off its striking new livery in the Melbourne Yard on Thurs.20.7 Both photos Ian Green



WORKS

A round-up of News items

ADDITIONAL PREMIUM STATION ANNOUNCED

During May, Hillside Trains announced that Bayswater would be upgraded to a Premium station by June 2001.

Once fully upgraded, the station will be manned from first to last train, seven days a week. The station will also have an enclosed waiting area, customer service centre, toilet facilities, upgraded lighting and better systems to communicate service information to customers.

FLINDERS STREET VIADUCT WORKS

The task of upgrading the four track viaduct between Flinders Street and Spencer Street stations was completed in July.

Key elements of the upgrade that commenced in October 1999 were:

- The installation of a concrete deck on the new beams (the original beams had supported a timber deck).
- Inserting concrete sleepers in the track in lieu of the original timber.
- Cleaning up surplus infrastructure and wiring in the overhead power supply.
- Installing new handrails that reproduce the original ornate style.

No major work was performed on the viaduct at either end (where it crosses William Street and Spencer Street) as these sections had already been upgraded some years ago.

The contractor for the upgrade was John Holland.

MORWELL PLATFORM WORKS

The platform at Morwell was re-sealed with a new layer of bitumen in February. In addition, the height of the platform was slightly raised to reduce the gap between carriage doors and the platform.

TOILET LIGHTING AT SPENCER STREET STATION CHANGED

During May, the blue lighting in the basement toilets at Spencer Street was replaced by conventional white lighting.

Blue lighting had originally been introduced to deter intravenous drug users.

JOLIMONT FOOTBRIDGE RE-OPENED

The upgraded footbridge at the up end of Jolimont station was re-opened to the public on Fri. 26.5. There are now two footbridges at Jolimont station.

BOOM GATES – GROVEDALE AND WAURN PONDS

Victorian Rail Track has called tenders for the provision, installation and commissioning of Level Crossing Boom Barriers at Grovedale and Waurn Ponds.



• Above: The Walhalla Goldfield Railway is making great progress in its quest to run into Walhalla. Bridge No.6 is a modern version of the old pile driven trestle bridge with timber pylons and decking and concrete footings
 • Below: Bridge No.4 provides an indication of the engineering involved as it is cantilevered out of the rock face of Stringers Creek. Sat.11.3 Both photos Peter Foote



TAILDISC

Where is it?

Last month's answer. Cameron Hellings was enjoying the sun in the beautiful little town of Yea.

This month's question: W H Ellis went for a walk in 1911 and just happened to find E472 on an up local pass. on a viaduct over which Melbourne waterway?



Gavin McLaughlan did not have to walk but drove instead to Stawell and found BL31-C506 on 9144 up Adelaide jet waiting as its crew changes over with 937 on 9193 fast goods on Wed.17.4.85



— The — CLASSIFICATION YARD

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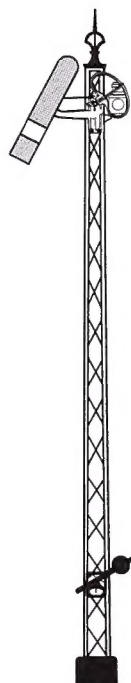
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